

This section is a brief summary of projection-related information from the FAA regarding airport operations and based aircraft. In consideration of current trends, projection methods had to be altered from procedures that were used in past editions of the MASP. This particular section includes forecast data that the FAA has gathered, taking into account nationwide trends. These projections have not been specifically calculated for Michigan, but some include Great Lakes regional forecasts. A more detailed airport-by-airport list of projections for Michigan can be found in the Appendix.

A severe strain on the aviation industry as related to current economic trends has caused the FAA to modify its forecasting procedures. The rising price of crude oil has become the most significant economic factor impacting the aviation industry today and threatens airport operations. Because of it, some airlines have been forced into restructuring. Following the lead of the well-known consulting firm Global Insight, Inc., the FAA has factored in the possibility of a future recession in the US economy; and under this scenario, the FAA's forecasted figures for the period 2008-2025 are lower than the original projections.

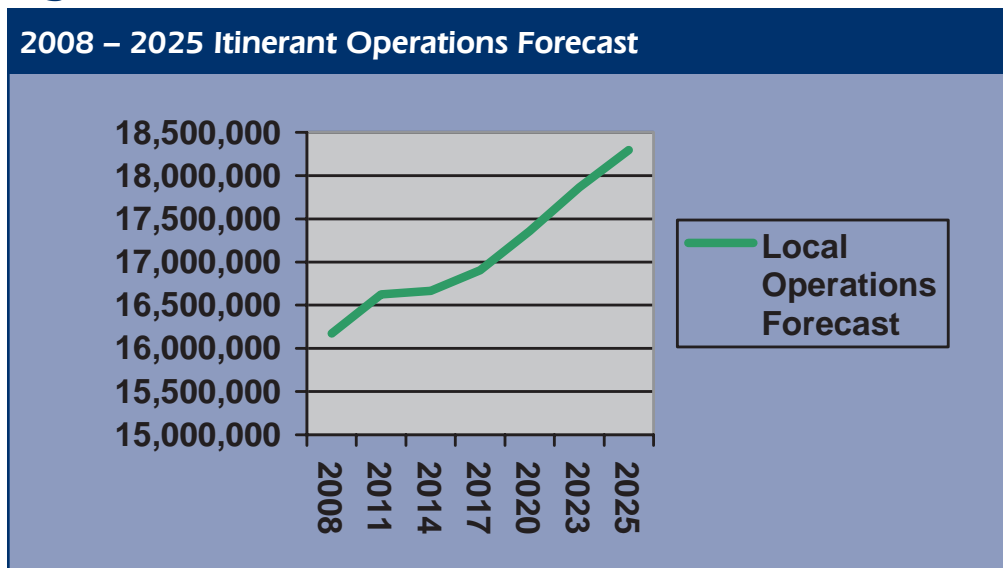
## FAA 2008-2025 Operations Forecast

The FAA has predicted moderate growth in airport operations. Projections show slightly more growth nationwide than at airports in the Great Lakes region.

### Local Operations \*

Figure 1 illustrates the FAA projections of 13 percent growth and 0.8 percent average annual growth in local operations between 2008 and 2025, at airports with a combination of FAA Traffic Control Service (FTCS) and Contract Traffic Control Service (CTCS).

**Figure 1**



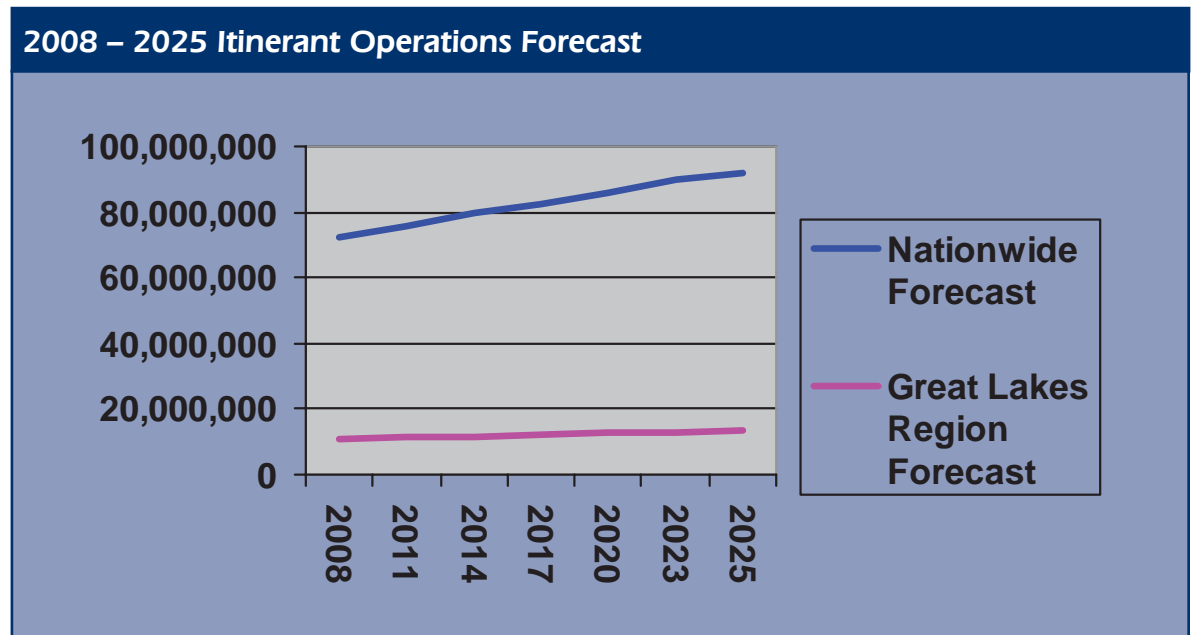
Source: FAA, 2007

\* Regional growth not projected by FAA for Local Operations.

### Itinerant Operations

The FAA projects 27 percent growth nationwide in itinerant operations between 2008 and 2025, and 1.6 percent average annual growth. In the Great Lakes region, the FAA projects 24 percent total growth and 1.4 percent average annual growth. Figure 2 shows the growth projected by the FAA for itinerant operations.

**Figure 2**

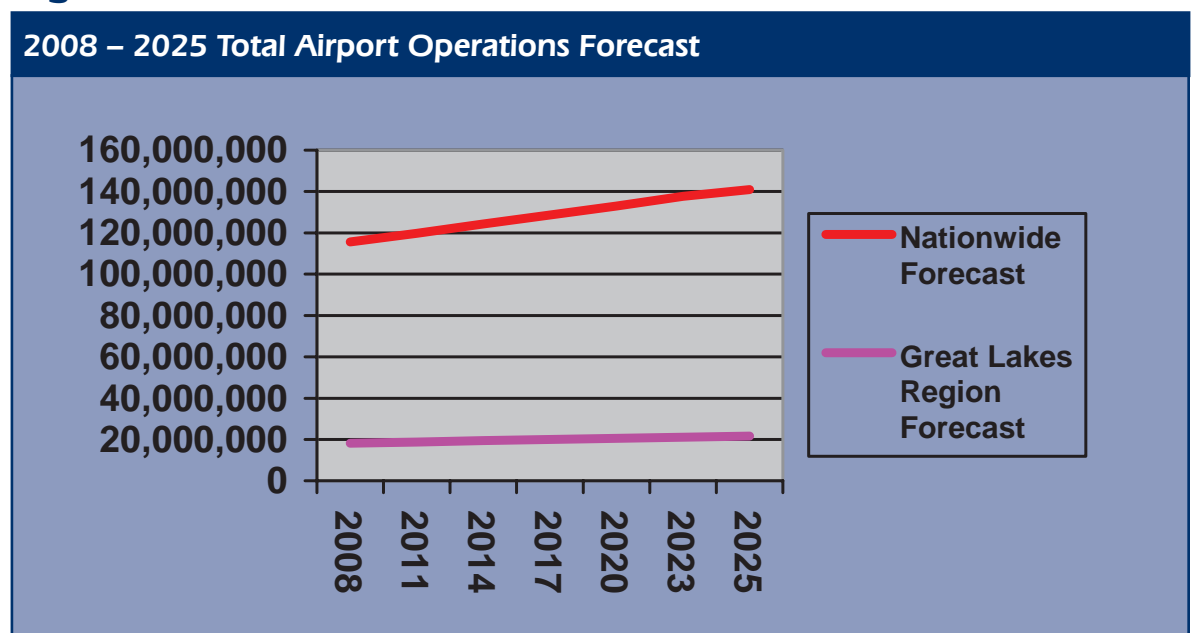


Source: FAA, 2007

### Total Airport Operations

As shown in Figure 3, for the period 2008-2025, the FAA projects 22 percent growth nationwide in total airport operations and 1.3 percent average annual growth. In the Great Lakes region, the FAA projects 18 percent total growth and 1.1 percent average annual growth.

**Figure 3**

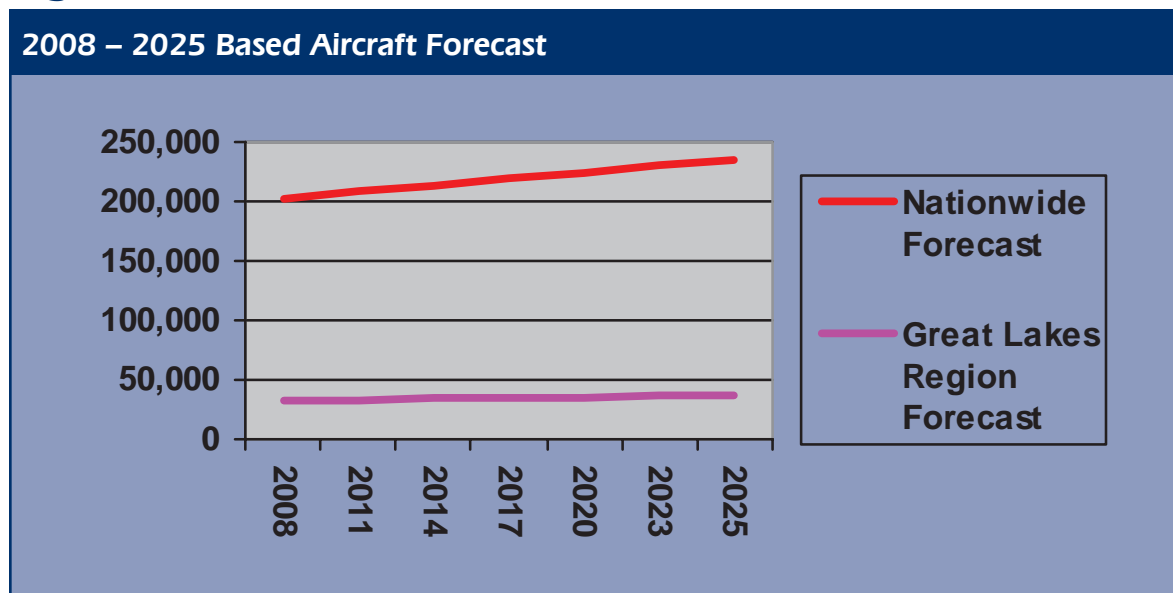


Source: FAA, 2007

### FAA 2008-2025 Based Aircraft Forecast

Similar to operations forecasts, the FAA's based aircraft projections show minor growth for the period 2008-2025, as seen in Figure 4. The FAA projects 16 percent total growth nationwide in based aircraft and 0.9 percent average annual growth. In the Great Lakes region, the FAA projects 13 percent total growth and 0.8 percent average annual growth.

**Figure 4**



Source: FAA, 2007

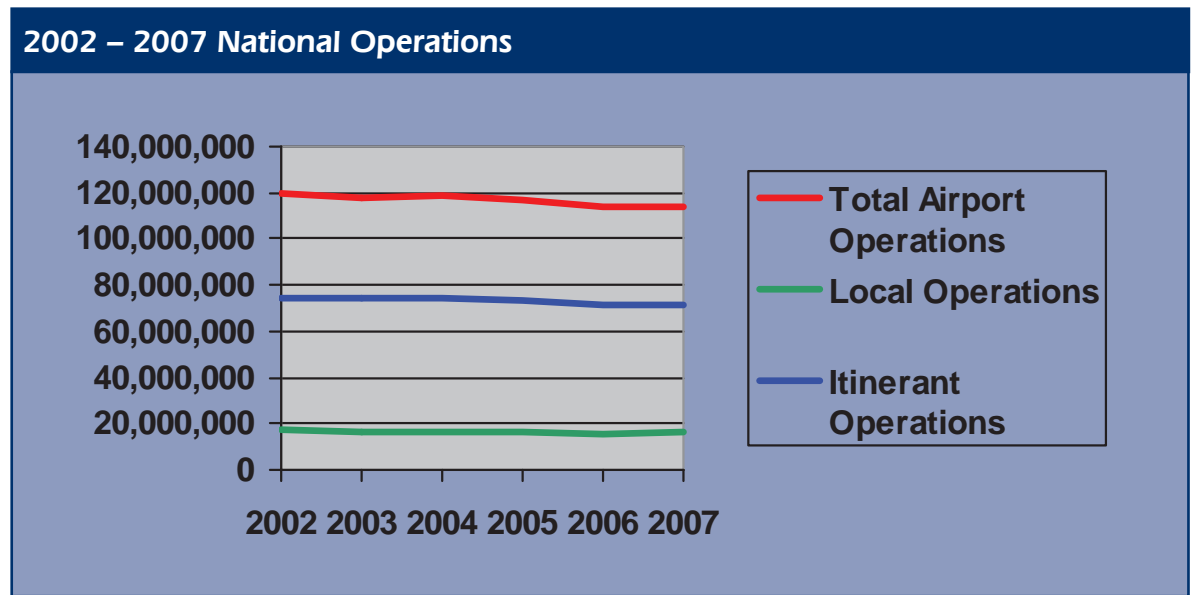
### Period Prior to Forecast Range

FAA's projections show improvement when contrasted with the period 2002-2007, which indicated a decline in operations figures and minimal growth in based aircraft numbers.

### National Figures

The period from 2002-2007 saw a 4.7 percent decline in total airport operations and a 0.9 percent drop in average annual growth. Itinerant operations experienced a 4.3 percent drop and 0.9 percent decrease in average annual growth. Local operations at FTCS and CTCS airports, combined, experienced a 14 percent drop in growth and a decrease of 1.9 percent in average annual growth. Figure 5 illustrates the national decline in operations.

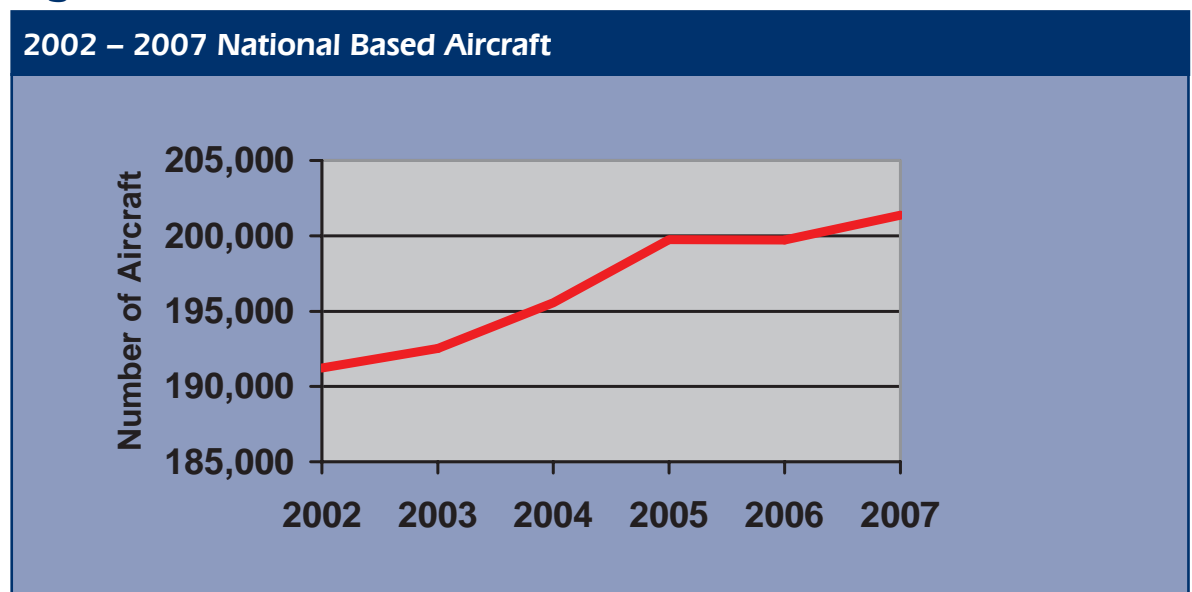
**Figure 5**



Source: FAA, 2007

Based aircraft grew by only a 5.3 percent total during the period and experienced 1.1 percent average annual growth, as shown in Figure 6.

**Figure 6**

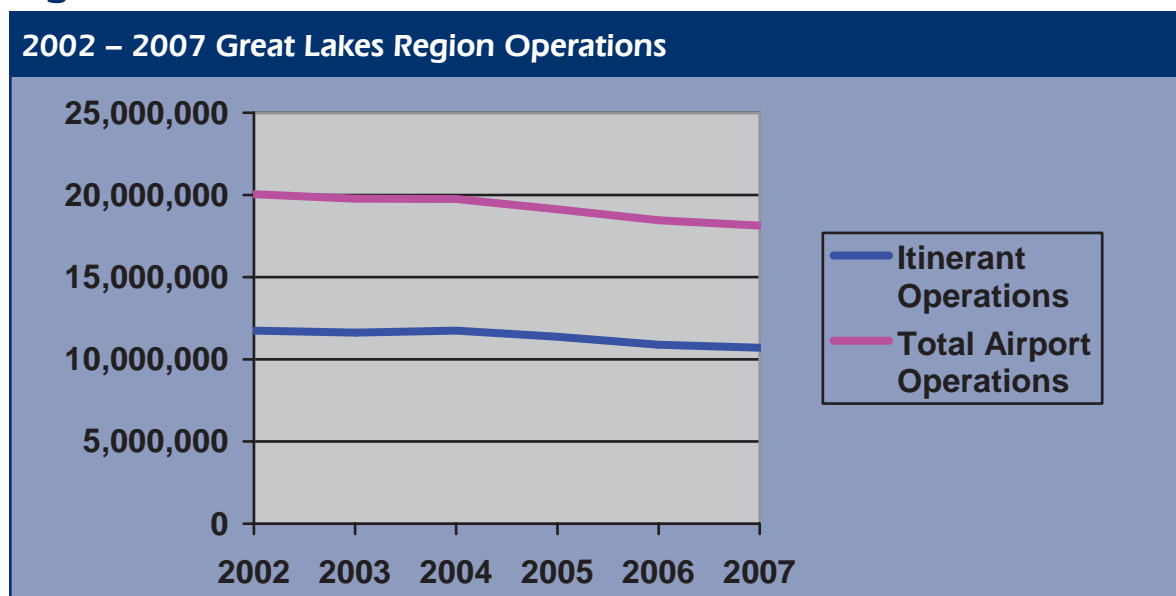


Source: FAA, 2007

**Great Lakes Region Figures**

The period 2002-2007 saw a 9.6 percent decline in total airport operations and a 1.9 percent drop in average annual growth. Itinerant operations experienced a nine percent drop and a decrease of 1.8 percent in average annual growth. The decline in operations in the Great Lakes region is illustrated in Figure 7.

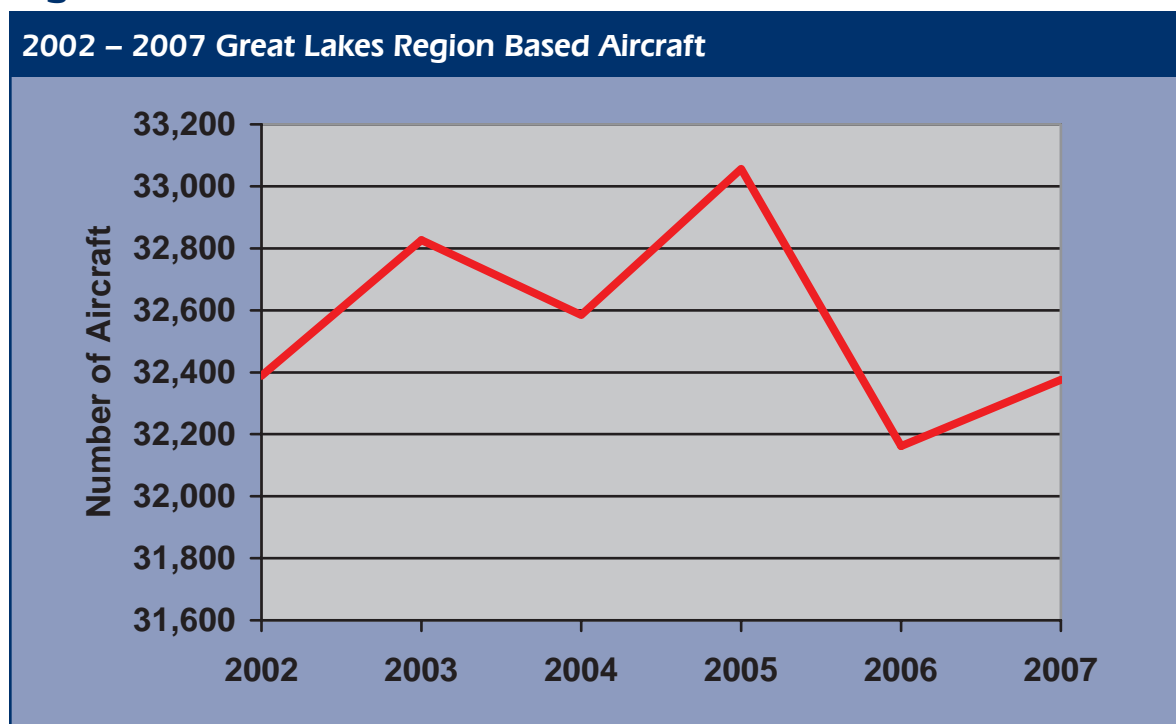
**Figure 7**



Source: FAA, 2007

Figure 8 shows that based aircraft dropped by a 0.04 percent total during the period and experienced a decrease of 0.01 percent in average annual growth.

**Figure 8**



Source: FAA, 2007